

country	Poland	REPORT NO.	
OPIC	Katowice Airfield		
EVALUATION	25X1X1	PLACE OBTAINED	25X1A
DATE OF CONTENT	prior to 16 August 1952		
DATE OBTAINED	25X1A	DATE PREPARED	21 April 1953
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	25X1
REMARKS			

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[Redacted]

1. Prior to mid-August 1952 the airfield south of Katowice (Q 51/Y 57) was 1,200 to 1,500 meters long measured from east to west and 500 to 700 meters measured from north to south. To the north the installation was bordered by a road connecting Ulica Francuzka and Ul. Murckowska. To the east the field bordered on patches of woodland, and a field path paralleled the southern boundary of the installation. The western boundary was formed by a road which led to Muchowiec (Q 51/Y 56). A conifer forest was west of this road. The field was equipped with a NE-SW concrete runway about 800 meters long which was constructed in 1949. Buildings available at the installation included a single-story administration building a brick structure 40 x 60 meters, with lounges and guest rooms on the second floor and an observation tower on its roof; a hangar, a steel structure, 80 x 20 meters; and a wooden hangar, 80 x 9 meters.¹
2. The iron hangar housed some biplanes and two-seater monoplanes which were apparently used for training purposes. They mostly served as tow-planes for gliders which were parked in the wooden hangar. No other planes were observed at the field. Occasionally Douglas type planes made intermediate landings at the installation which had no military character. No Polish or Soviet soldiers were seen there.²
3. A radio installation which apparently belonged to the airfield was observed 1,200 meters east of the installation. On a site measuring about 200 x 800 meters and surrounded by a wire fence 3 meters high. A single-story brick building 8 meters square was seen there. Two steel-truss towers each of them about 100 meters high were standing about 20 meters south of this building. The two towers were about 100 meters apart and interconnected by an antenna with a lead-in extending to the building. The radio towers were fitted with red obstacle lamps.³
4. From April to late May 1951, source observed extensive construction work at Mierzejice (Q 51/Y 69) airfield. Many concrete mixing machines and wooden frames as used for the manufacture of concrete slabs were seen at the field. Logging off activities were noticed in the wooded area where single-story temporary buildings were erected. The work was executed by Polish soldiers. Source learned that construction work at the field continued until July 1952. No aircraft were seen at the field.
5. Source repeatedly observed two types of jet planes north of Bytom (Q 51/Y 47). One of

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these types was believed to be a MiG-15 because it had a pronounced sweep-back while the other type had no sweep-back at all. Up to 20 aircraft were seen aloft. Searchlights were seen in operation at night.⁵

25X1A 1. [] Comment. The data on the location and installations of Katowice airfield agree with previous information.

25X1A 2. [] Comment. These data confirm previous information, according to which the field is occupied by a glider detail of the Polish Liga Lotnicza. It was previously known that Polish commercial aircraft occasionally make intermediate landings at the field.

25X1A 3. [] Comment. The radio installation does not belong to the airfield. The size of the antenna towers indicates that a major broadcasting station or receiver is concerned.

25X1A 4. [] Comment. The airfield referred to is known under the name of Zendek (Udetfield) airfield. The installation was improved in 1951 as stated by source.

25X1A 5. [] Comment. The jet fighters observed, MiG-15s and presumably Yak-15s or Yak-23s, may have belonged to the fighter unit believed to be stationed at Zendek airfield. Recent information received from the Zendek-Krakow area indicates that two Polish fighter regiments, which are possibly stationed in Krakow and Zendek, are located there.

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